

Application # 10/712,227  
Amdt. dated June 15, 2004  
Reply to Office Action of June 01, 2004

**Amendments to Claims:**

This listing of claims will replace all prior versions, and listings, of claims in this application.

**Listing of Claims:**

Claim 1 (Original): An amphibious recreational vehicle comprising:

a rooftop fold-down flying bridge deck consisting of a bulwarks on multiple sides of the roof top, a plurality of fold-down safety rails on multiple sides of the rooftop, and a plurality of fold-down seating affixed to the rooftop ;

a rooftop steering station within the rooftop fold-down flying bridge deck;

a cabin below the rooftop fold-down flying bridge deck;

an expandable width watertight hull below the cabin which consists of outer-hulls hinged to a central hull, when expanded, forms a one-piece wide-beam modified cathedral planing hull comprising:

a central hull;

an outer-hull on each longitudinal side of the central hull;

a plurality of planing surfaces on the hulls;

a plurality of land travel wheels within the outer-hulls;

a hinge mechanism coupling the outer-hulls as to be pivotally positioned under the central hull for land travel, and positioned adjacent to the central hull for water travel while also raising the land travel wheels out of the water;

a powered actuator to pivot the hulls between the land travel and water travel positions

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where the powered actuator is fully above the waterline for water travel;  
a ground effects lifting tunnel between the hulls;  
and a provision for marine propulsion.

**Claim 2 (Original):** The amphibious vehicle of Claim 1, wherein a movable tapering device reduces the cross-sectional area in the rearward portion of the ground effects lifting tunnel to increase dynamic lift.

**Claim 3 (Original):** The amphibious vehicle of Claim 1, wherein one or more hydrofoils under the central hull are positioned to allow the outer-hulls to pivot without interference with the hydrofoils.

**Claim 4 (Original):** The amphibious vehicle of Claim 1, wherein the vehicle is a towable travel trailer.

**Claim 5 (Original):** The amphibious vehicle of Claim 1, wherein the vehicle is a motorhome.

**Claim 6 (Amended):** The amphibious vehicle of Claim 1, wherein the vehicle is a truck, van, bus, motorhome, or a trailer and the like.

**Claim 7 (Original):** The amphibious vehicle of Claim 1, wherein the flying bridge has a fold-down windshield.

**Claim 8 (Original):** The amphibious vehicle of Claim 1, wherein the flying bridge has a fold-down mast array.

**Claim 9 (Original):** The amphibious vehicle of Claim 1, wherein a rear boarding deck with an affixed deployable stairway provides a means for access from the ground to the cabin when the vehicle is on land.

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**Claim 10 (Original):** The amphibious vehicle of Claim 1, wherein a marine propulsion unit is located within the hull(s).

**Claim 11 (Amended):** The amphibious vehicle of Claim 1, wherein it is a motorhome, truck, van, bus, motorhome, or a trailer and the like, where each of the land travel wheels are modular & interchangeable Universal-Motor Power Suspension Modules, each being powered with an integral electric drive motor-regenerative braking generator, and where the marine propulsion source is powered by electric motors that are all cabled to a central energy ~~source of Energy Storage Units (batteries, capacitors, and the like)~~ and a multiplicity of Gensets (generators, alternators, fuel cells, solar cells, and the like) ~~storage source of batteries and or capacitors, and a multiplicity of generators of electrical energy;~~

and all coupled by means of a central controller for providing individualized current flow between motors and energy sources with a protocol of operating the minimum number of Gensets at any one time as is adequate for meeting the current energy demands of the Energy Storage Units and the motors, and where the Energy Storage Units and the Gensets act in series-parallel for extreme incremental peak demands of the motors;

and where each Universal-Motor Power Suspension Module is comprised of:

the integral electric drive motor-regenerative braking generator;  
a wheel, disc brake, and tire;  
a means of independent suspension;  
a pivot means for directionally steering the wheel;  
a link means for locking the direction of the wheel steering to one position;  
an adjustable wheel-to-vehicle ride-height means;

and where the Universal-Motor Power Suspension Modules are interchangeably used on both sides of the vehicle.

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**Claim 12 (Original):** The amphibious vehicle of Claim 1, where the rooftop fold-down flying bridge deck has a raising and lowering cover, which in the lowered position covers the flying bridge deck and when raised is a canopy to protect the occupants from the sun and rain.

**Claim 13 (Original):** The amphibious vehicle of Claim 1, where the vehicle has an interior space expanding slide-out on one or more sides of the cabin.

**Claim 14 (Original):** An amphibious recreational vehicle comprising:

a recreational vehicle cabin;

an expandable width watertight hull below the cabin which consists of outer-hulls hinged to a central hull, when expanded, forms a one-piece wide-beam modified cathedral planing hull comprising:

a central hull;

an outer-hull on each longitudinal side of the central hull;

a plurality of planing surfaces on the hulls;

a plurality of land travel wheels within the outer hulls;

a hinge mechanism coupling the outer-hulls as to be pivotally positioned under the central hull for land travel, and positioned adjacent to the central hull for water travel while also raising the land travel wheels out of the water;

a powered actuator to pivot the hulls between the land travel and water travel positions where the powered actuator is fully above the waterline for water travel;

a ground effects lifting tunnel between the hulls;

a movable tapering device to reduce the cross-sectional area in the rearward portion of

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the ground effects lifting tunnel to increase dynamic lift;

and a provision for marine propulsion.

Claim 15 (Amended): The amphibious vehicle of Claim 14, wherein upon the cabin rooftop is a fold-down flying bridge deck consisting of bulwarks on multiple sides of the roof top, a plurality of fold-down safety rails on multiple sides of the rooftop, a rooftop steering station, and a plurality of fold-down seating affixed to the rooftop [[ ; ]].

Claim 16 (Original): The amphibious vehicle of Claim 14, wherein one or more hydrofoils under the central hull are positioned to allow the outer-hulls to pivot without interference with the hydrofoils.

Claim 17 (Original): The amphibious vehicle of Claim 14, wherein the vehicle is a towable travel trailer.

Claim 18 (Original): The amphibious vehicle of Claim 14, wherein the vehicle is a motorhome.

Claim 19 (Amended): The amphibious vehicle of Claim 14, wherein the vehicle is a truck, van, bus, motorhome, or a trailer and the like.

Claim 20 (Amended): An amphibious land vehicle comprising:

a land vehicle body of a car, truck, travel trailer, motorhome, or bus, and the like;

an expandable width watertight hull below the body which consists of outer-hulls hinged to a central hull, when expanded, forms a one-piece wide-beam modified cathedral planning hull comprising:

a central hull;

an outer-hull on each longitudinal side of the central hull;

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a plurality of planing surfaces on the hulls;

a plurality of land travel wheels within the outer-hulls;

a hinge mechanism coupling the outer-hulls as to be pivotally positioned under the central hull for land travel, and positioned adjacent to the central hull for water travel while also raising the land travel wheels out of the water;

a powered actuator to pivot the hulls between the land travel and water travel positions where the powered actuator is fully above the waterline for water travel;

a ground effects lifting tunnel between the hulls;

a movable tapering device to reduce the cross-sectional area in the rearward portion of the ground effects lifting tunnel to increase dynamic lift;

and a provision for marine propulsion.

Claim 21 (Original): The amphibious vehicle of Claim 20, wherein upon the land vehicle body rooftop is a fold-down flying bridge deck consisting of bulwarks on multiple sides of the roof top, a plurality of fold-down safety rails on multiple sides of the rooftop, a rooftop steering station, and a plurality of fold-down seating affixed to the rooftop.

Claim 22 (Original): The amphibious vehicle of Claim 20, wherein one or more hydrofoils under the central hull are positioned to allow the outer-hulls to pivot without interference with the hydrofoils.

Claim 23 (Amended): The amphibious vehicle of Claim 20, wherein the land drive wheels and marine propulsion units are powered by their individual motors, which are all cabled to a central energy source of Energy Storage Units (batteries, capacitors, and the like) and a multiplicity of Gensets (generators, alternators, fuel cells, solar cells, and

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the like) storage source of batteries and or capacitors, and a multiplicity of generators of electrical energy, so coupled by a central controller to provide individualized current flow between motors and energy sources with a protocol of operating the minimum number of Gensets at any one time as adequate for meeting the current energy demands of the Energy Storage Units and the motors, and where the Energy Storage Units and the Gensets act in series-parallel for extreme incremental peak demands of the motors.